

Parker Budget & Co.
 Authorities on "Correct" Dress.
 "The mark of individuality."
"Smart" Oxfords,
Neck \$3.50 up to \$8.00
 —the acknowledged "correct" fashions for men and young men—the most distinctively stylish footwear to be had—and the highest grade.
 Shown in patent colt, gun metal and tan Russia calf in great variety of styles.

Men's Easter "Fixings"

Whatever be your desires in the matter of "smart" Neckwear, Shirts, Gloves, Hosiery, etc., they can be fulfilled here, for we have gathered a stock of men's accessories which comprehends all the fashions shown by the "swell" shops of New York. As evidence of the completeness of the stock we've but to state that we show a full line of every well known brand in Neglige Shirts.

Parker Budget & Co.
 Head-to-Foot Outfitters. Pa. Ave. and 9th St.

Exclusive Representatives of the Everwear Hose.

EISEMAN BROS.
 Outfitters for Both Men and Boys,
 Cor. 7th and E Sts. N.W.

Juvenile Apparel for Easter.

OTHERS of boys will be greatly interested in our showing of the season's novelties in suits for the little fellows.

The styles are very attractive, and they all bear the stamp of thoroughness and character, to be had only in the E. B. Clothing.

Children's Suits, \$2.50 to \$12.

Easter Garments for Men

SHOULD be an E. B. production. There are many reasons why you should wear the E. B. Clothing. In the first place, the fit is far superior to any other garments, the shoulder, neck and collar effects being faultless. This is due to the careful production, and knowing the art of perfect construction, having had forty-five years' experience as outfitters to men.

This spring stock we've assembled is so far different from the usual run of ready-made clothes—you'll find designs and fabrics in this immense assortment which are exclusive with this house.

Our prices, compared with most stores, are fully 25 per cent lower—due to the fact you buy direct from the makers.

Spring Suits range in price from \$10 to \$35
 Spring Topcoats and Overcoats, \$12.50 up

The Top Muscles

Twist your own bare foot tonight—take a step or two and note the play of the muscles on top. They are scapegoats for much bad shoe design—sensitive, burdened by wrong shoe lines. It is a great relief to wear Crossetts—to find the "feel" of the shoe that's right.

CROSSETT SHOE
"Makes Life's Walk Easy"
 4.00
 CALL ON YOUR DEALER OR WRITE US.
 LEWIS A. CROSSETT, INC.
 NORTH ABINGTON, MASS.
 5.00

RAILWAYS IN GEORGIA

Conservative Policy Adopted by the New Commission.

FAIR TREATMENT PROMISED

Transportation Lines Wanted to Build Up the State.

FALLING OFF IN CAR SERVICE

Decrease of Revenues From Freight.

Labor Cost Increasing—Margin of Profit Growing Smaller.

BY WILLIAM E. CURTIS.

Special Correspondence of The Star and the Chicago Record-Herald.
 ATLANTA, April 10, 1908.
 Mr. Samuel G. McLendon is recognized as one of the foremost citizens of Georgia, a man whom everybody trusts and honors for his ability, his integrity and his public spirit; and when he was appointed chairman of the railway commission of this state the officials of the transportation companies drew a long breath of relief, for they recognized that under his administration the laws would be administered wisely and justly, without fear and without favor. Mr. McLendon has been a close student of transportation problems for many years and he brought to the office knowledge and experience that were very valuable. He takes a broad view of the rights of corporations, and in discussing them talks very much like Gov. Hughes of New York.

"We want the transportation lines in Georgia," said Mr. McLendon, "to help us build up this state, and we will encourage and support and assist them in every lawful measure that points that way. We recognize that their stockholders and officials have just as much right as any other citizen to the protection of our laws, to fair and just treatment and to a reasonable profit on their business; and so far as the commission is concerned, we propose to see that they have it. The anti-railroad legislation has died down in Georgia and was never very serious in this state. It has been exaggerated in the newspapers. Last year our legislature passed an act which gave the public utilities law of New York state, increasing the membership of the board of railway commissioners and adding to their powers. We can now regulate rates, schedules, train service, speed, etc.; we can require improvements whenever necessary; we supervise the bookkeeping of the companies, control the franchises and have almost everything that has to do with the railway management under our jurisdiction. The commissioners are elected by the people for a term of five years, and I take great satisfaction in the fact that my colleagues are wise, practical and impartial men. The law has been in effect only since August 1, 1907, but it is working smoothly and seems to be satisfactory both to the railway managers and to the public."

New Passenger Rates.
 "Our new passenger rates went into effect April 1. They include 2,000-mile interchangeable books good for any five persons on all roads at the rate of two cents a mile. These are called family tickets. Then we have another 1,000-mile book, good for the buyer only, for two cents a mile. We have a family rate of two and one-fourth cents a mile and a straight two and a half cent rate for local fares. The rates are agreeable and the public is satisfied."

"Georgia is very prosperous, although we have narrowly escaped financial trouble. The time of the panic and the two best standards of measurement are bank clearings and the sale of postage stamps, and both keep up to normal figures and show an unmistakable, continuous and healthy increase in business. Atlanta has diversified industries. Birmingham is dependent upon iron. Augusta is cotton. The Atlanta market is not dependent upon anything in particular. She does not carry all her eggs in one basket, and is therefore in a position to stand a shock better than most cities."

Conservative Policy Adopted.

"When this commission came clothed with the powers set out in the act of August 22, 1907, the country was on the verge of a panic. Indeed, the panic, which has since swept over the country, was at that time in full activity in New York, the state of its birth. Endowed with unusual authority, charged with great responsibility and facing a condition which threatened dangers that no man could foresee or forestall, the railroad commission determined that it would proceed with caution and prudence. It decided that it was not necessary to act regarding anything in precipitate haste. It decided that in all matters it would take the time for a careful and deliberate consideration. It was not a revolutionary body and therefore it made no change in what the courts had decided. It followed the precedent of the courts and we believe it has proceeded wisely. It has recognized that the greatest statesmanship is the ability to preserve and the disposition to improve."

"The commission recognized the fact that out of the 200 railroads annually in the state of Georgia for the transportation of persons and property, nearly three-fourths of it was spent for lumber, for coal and for labor, and it also recognized that the expenditure for these purposes went into our banks and grocery stores, and furnished a large portion of the current income of the state. It was not disposed to embarrass our transportation companies in the face of what appeared to be a coming storm. It was necessary for the moment to stand in line, with the slight reductions in the latter made by the old commission and raised by the present commission. It was in the year of phenomenal railway earnings. It would, therefore, be foolish for any man to assert that the railroad commission of Georgia is in any way responsible for the conditions that now surround our railroads. Business has fallen off everywhere."

High Tide in Prosperity.

"The year 1907 marked the highest degree of prosperity this country and perhaps the world has ever experienced, and the railroads shared their share," continued Mr. McLendon. "In the United States there are thirty-eight car service associations, whose reports show the movement during the calendar year 1907 of 37,964,476 cars, as against 35,657,880 cars in 1906, an increase of 2,306,596. These same associations show for December, 1906, a movement of 3,050,578 cars, as against 2,788,822 in December, 1907, or a decrease for the month of 261,756 cars. As these thirty-eight associations only five report an increase for the month of December, 1907. These were the New York and New Jersey Association, which shows a total movement of 102,758 cars, showing an increase of 672 cars; the North Carolina Association, which, out of a total movement of 10,000 cars, shows an increase of sixty-two cars; the Pacific Association, which, in a movement of 58,845 cars, shows an increase of 5,621; the Pacific Northwestern Association, which, in a movement of 63,104 cars, shows an increase of 1,651; while the Southern (or Louisiana) Association, out of a total movement of 44,224, shows an increase of 18,141. These five embrace all the associations that show an increase. The Chicago and North Western Association shows a falling off of 32,647 cars, or a decrease of 10.0 per cent. The Alabama Association shows a decrease of 49,651 cars, or 44.75 per cent. The Illinois and Iowa Association shows a falling off of 87,878 cars, or 30 per cent. The Pittsburgh Association shows a decrease of 38,100 cars, or 7.7 per cent. The Southeastern Association, embracing the states of Georgia, South Carolina and Florida, shows a falling off of 5,187 cars, or 7.7 per cent."

"These figures, of course, cover the entire United States. For the fiscal year ending June 30, 1908, the railway com-

panies in Georgia alone collected \$38,108,555 in earnings, while for the year ending June 30, 1907, they collected \$40,997,737, an increase of \$2,889,181. It is, therefore, a fact beyond controversy that 1907 was a year of enormous traffic and of widespread prosperity. An examination of the record, however, shows that this high-water mark reached during the fiscal year 1907 was not only maintained for the calendar year of 1907, but that the gross earnings of the railroads in Georgia for the remainder of the calendar year show an increase above those of the phenomenal fiscal year of 1907.

Fewer Cars in Service.

"Throughout the United States for the month of December, 1907, there were 471,936 fewer cars in service than for the same month in 1908. This decline in traffic began in the south in November and December, but, while there was a decrease of 36.3 per cent in car movement in the Pittsburgh district in December, 1907, the decrease in the Pittsburgh district was only 7.7 per cent in the territory of the Southeastern Association. I have not been able to get all the figures, but for the month of January 1908, the decrease in the Alabama district is 36 per cent and the decrease in the Philadelphia district 30 per cent. These figures, you will understand, are for the month of January, 1908."

"I have given you these figures somewhat in detail," continued Mr. McLendon, "in order that you may measure the extent to which the recent panic has made itself felt in railway traffic throughout the United States and to let you see the manifestations of its influence have been as eccentric as an isothermal line. For instance, in the territory of the North Carolina Association there was an increase in car movement of sixty-two cars, while in the Pittsburgh district there was a decrease of 78,842 cars. The decline in the south was an increase of 16,141 cars, and in the Illinois and Iowa district a decrease of 87,878 cars."

"Here is a picture of a business recession as wide as the continent. No patriotic citizen can rejoice at the general falling off of business throughout the country, and no wise man is going to improve that situation by shouting from the housetops the fool's declaration, 'I told you so.' Sensible men try to meet conditions."

Loss in Net Revenues.

"The Central Railway Company of Georgia showed an increase in its gross revenues for the six months up to January 1 of \$105,054.30. Taking the period since which the depression has set in, that is, from the first day of November, the reports from that company show that their net revenue for the months of November, December, January and February was \$295,848.81 less than the net revenue for the corresponding months of 1906 and 1907."

"The Southern Railway Company for the first four months of the current fiscal year shows a decided increase above the earnings for the same months of last year. In fact, up to the 14th of November, 1907, the Southern, on its combined lines, showed an increase of \$1,738,000. Under the withering influence of the panic which swept into the south along in November that increase not only disappeared, but on the first day of March the company was \$288,400 behind its last year's earnings."

"The Southern Railway Company since the first of January, 1908, show a falling off of \$2,000,000. The earnings of the Atlantic Coast Line for the month of January show a decline of \$422,000."

"Now, these facts are somewhat alarming," continued Mr. McLendon. "The amount of the gross revenue which is being lost from reduced passenger fares does not begin to account for this large and general falling off. As a matter of fact, the monthly increase in the Southern Railway Company shows at the present time is in its passenger earnings, which from July 1 to February 29 was \$388,977."

Narrow Margin of Profit.

"There has been for several years past a gradual advance in the price of labor in Georgia, first one and then another of the labor organizations demanding and receiving an increase in wages. The railroads find themselves at the present time embarrassed with pay rolls which their employees say must not be reduced and an income which is constantly decreasing. The result is that the railroads are surrounded by a display of the highest patriotism and intelligence of which our people are capable. It is a time when from within should remain silent. It is a time for wise suggestions in the place of wild assertions. The people of Georgia in their wisdom enacted last year a law which clothes the commission with all the power of the state to prohibit imposition by the strong upon the weak. The individual counts for nothing. The legislature cannot administer his property or protect his rights, because it is too large a body and too numerous. The courts may offer the individual theoretical protection, but their intervention might be worse than the evil which he complains. To suppose a railroad could be held to account at any and all times without formal restraints and without ceremony, and without the power of the state to enforce its laws, is to suppose that the railroads and the shippers, was the purpose of the state to make the railroads and shippers the powers of the railroad commission. The truth which overhangs the whole situation," said Mr. McLendon, "in connection with the railroads is that compensation have approached so near to each other that the margin of profit is disappearing and under the law of economic compulsion every man will have to bear his share of the burden."

IN MEMORY OF SOLDIERS.

Joint Mass Meeting of Army and Navy Union Garrisons.

The Army and Navy Union garrisons of this city contemplate holding a public meeting of a semi-religious character, the commemoration of the dead soldiers, sailors and marines. The service will be held the last Sunday of May, and the program is to consist of addresses, music and the reading of brief obituary records of the deceased members of Col. Theodore Roosevelt, Gen. William F. Barry, Admiral D. D. Porter and Gen. Guy V. Henry garrisons.

A committee, consisting of Gen. Andrew S. Burt, chairman; Capt. J. Walter Mitchell, secretary; Sgt. John J. Strain, William A. Hickey, Dr. E. Lee, Capt. William Van A. Zahn and Charles W. Blush, has been appointed from the four local garrisons to take charge of the event.

A meeting of this committee will be held Friday night at G. A. R. Hall.

Committees from the four garrisons are giving reception to the national committee of the G. A. R. last Saturday night for the Memorial day exercises. Gen. A. S. Burt, with a committee of ten was received with a plause by the veterans at a crowded meeting held in Grand Army Hall.

Plans for Emancipation Day.

The Lincoln Emancipation League of the District of Columbia has completed the arrangements for a celebration April 18. The features will be speeches, recitations and music in the auditorium of Friendship Baptist Church, 1st and H streets southwest, tomorrow evening, commencing at 8 o'clock. The speakers invited are ex-Gov. William Pitt Kellogg, former United States Senator Chandler, Rev. S. L. Carothers, Louis B. Plummer, F. W. Bishop Johnson, Mrs. Sadie Towns, Mrs. Alice Dorsey and Rev. Alexander Wilbanks. A special feature will be forty-six flower girls, representing the period from 1862 to 1908, dressed in white and bearing miniature American flags, accompanied by a quartet of colored voices. Mrs. Evans has been selected as queen, and Mrs. Hattie Henson to lead the flower girls, while Terrence Wilbanks will conduct the quartet. The program will call the assemblage to order and introduce the master of ceremonies. The committees of the league and church will assist in the entertainment of the guests. The True Reformers will also celebrate in their hall, 12th and U streets northwest, under the leadership of Mrs. Sarah F. Lewis will be secretary, and Mrs. Sarah F. Lewis will be secretary. The speakers will be V. Calvin Chase, Rev. L. D. Best, F. W. Dixon, Mrs. E. B. Jordan, Rev. L. B. Moore and others.

MEINBERG'S BREAD.

Holders of Savings Account Checks must use them on or before May 10.



ROSCROFT, Md., April 6, 1908.

Dear Sir: I have been working over your puzzle for two hours and have just gotten it. We buy your bread every day. It is the best made. I hope my puzzle is correct.
 Yours truly,
 Miss BELLE SMITH.

WASHINGTON, D. C., April 11, 1908.

Mr. Meinberg:
 I send the puzzle and hope it is correct. I use your bread all the time and think it the best in the city.
 RACHEL STROTHER,
 1002 10th street southeast.

GIESBORO, D. C., April 7, 1908.

Mr. Meinberg:
 Dear Sir: Inclosed find solution of your puzzle, which I hope to be correct. All in separate pieces. I like your bread, for it is the best bread for sandwiches for my lunch when I go to school and take Meinberg bread or rolls and I never get hungry.
 Yours, with success,
 RAYMOND GOODWIN,
 Congress Heights Post Office.

MEINBERG'S BREAD.

We have always heard of "bread winners," then again we hear of "bread bakers," and "bakers of bread." The latter is what interests us the most. As we have bread and BREAD on the market, we are all naturally interested in obtaining the best that the word "bread" implies, and when a loaf of "Meinberg's bread" is secured there is absolutely no doubt about the matter.

Meinberg made no mistake when he advertised himself "The King Baker," as the time is rapidly approaching when he will thus be acknowledged by all grocers who have an eye to business. I verily believe that my grocer could not hold the trade he does if he did not handle "Meinberg's bread," and I think that it will be only a short time until all the progressive grocers will also awaken to the fact.

However, I suppose it may necessarily require a little more time to convince some grocers that in order to build up a trade they must handle "Meinberg's bread," the superiority of which should convince the most skeptical. There will always be some skeptics, however, as they seem to be essential to the general make-up of humanity.

Very respectfully,
 (Mrs.) ELSIE V. WERTZ,
 1314 11th street northwest.

Free!! A 100-piece Dinner Set Free!!

To the person giving the best answer why her grocer DOES or DOES NOT sell MEINBERG'S BREAD.

John G. Meinberg, The King Baker, Box 225, Care The Star.

Dinner Set will be awarded on May 1st.

IN LABOR CIRCLES Woman's Watchword Is Modesty.

It is understood that John S. Leech, the newly appointed public printer, sailed from Manila, P. I., today en route to Washington. It is the expectation that he will enter upon his duties at the government printing office about May 15.

In the meantime the employees of the printing are discussing the new public printer and his probable program.

Capt. James E. Maynard of the proof-reading division of the government printing office says he believes Mr. Leech will bring about a distinct betterment of conditions in the office.

"The appointment of John S. Leech as public printer," said Capt. Maynard today, "is received with universal satisfaction by the employees of the government printing office. Although it will probably be two months before he arrives here to take immediate charge, the fact that the President has appointed a man to the position who is a native of this country, a printer by profession, a compositor, proofreader, foreman and commercial printer—has greatly relieved the tension and uncertainty that has prevailed in the printing office."

"Mr. Leech is the type of man whom one can work over, with or under without friction. He has the talent and tact of supervising men and having their friendship. His initiative and executive ability is splendidly illustrated in his building up and management of the Philippine printing office from its inception to its present magnificent standard. I predict for him a harmonious and successful administration of the government printing office."

More than one hundred representatives and associates in Congress have been invited to participate in the labor demonstration and mass meeting next Sunday at the Columbia Theater. The affair will be under the auspices of the Central Labor Union and Sam De Nedrey, secretary of that organization, says "the solons will be given an opportunity to indicate their sympathy with the labor movement."

There will be music and it is said some of the speakers will pay their respects to the open shop advocates in the District.

James Monroe Kreiter says in the "Times Union":

"When ministers of the gospel become better acquainted with the conditions which the laboring classes must endure than they become their preachers. They must know that it is no sin to find out the just cause of labor's indifference to the church in part, when they truly understand it is granted, they would be the wiser to the cause of Christianity."

Reduction in wages in many manufacturing plants in the northern and eastern states is reported. There have also been a number of shutdowns of factories, etc., in the United States.

The number of unemployed men discharges have been received from many industrial centers, with reports of conditions, and from these it is estimated that more than 1,000,000 men are minus jobs. The reports indicate more than 600,000 unemployed in the chief cities and nearly 600,000 in the states outside of the city.

Word comes from Springfield, Mass., that a wholesale exodus of Poles to Europe followed the 10 per cent reduction in wages in the Chicago and Holyoke cotton mills. Seventy-five per cent of the 4,000 operatives affected are Poles.

There was a strike of the waiters at the banquet given to William J. Bryan at Denver last Monday night, and the president of the United States declared that the strike is the forerunner of what the union had planned to do during the week of the democratic national convention unless the waiters' organization is recognized in the meantime. The alliance president is working to have all the hotels and restaurants, on the one hand, and the "open shop" banner, thus obviating the possibility of a possible strike at that time, and he claims to have the support of many of the waiters. He also declares that he, however, that democrats are used to being "hungry," so a strike of this character could scarcely feaze them.—Brooklyn Eagle.

It is not now believed that the Central Federated Union of New York city will take action at this time looking to independent action in relation to the American Federation of Labor. On this point Delegate Timothy Healy, president of the International Brotherhood of Stationary Firemen, says, speaking in relation to the American Federation of Labor: "The action to be taken by the A. F. of L. politically will depend on what Congress does with our measures. Whatever action will be taken will likely be in the form of supporting congressmen and others friendly to the proposed amendments to the Sherman law and working to elect candidates who have been opposed to the amendments. I do not believe that any attempt will be made to form a purely independent party or a party political body."

Woman's Watchword Is Modesty.

Whatever threatens woman's delicate sense of modesty, frightens her. For this reason many a woman permits disease of the delicate womanly organs to become aggravated because she cannot bring herself to submit to the ordeal of unpleasant questioning, offensive examinations and obnoxious local treatments, which most physicians think necessary. Doubtless thousands of the women who have taken advantage of Dr. Pierce's offer of free consultation by letter have been led to do so by the escape thus offered from a treatment repugnant to modesty.

Any sick woman may write to Dr. R. V. Pierce, Buffalo, N. Y., in perfect confidence; all letters of consultation being treated as strictly private and sacredly confidential, and all answers being sent in plain envelopes with no advertising or other printing upon them. Such consultation costs you nothing whether you take treatment from Dr. Pierce or not.

"Dr. Pierce's Favorite Prescription" has been long hailed as a "God-send to women." It makes weak women strong and sick women well. It enables women suffering from "female weakness," prolapsus uteri, retroversion, anteversion and other displacements of the organs distinctly feminine to cure themselves right in the privacy of their homes. Pelvic catarrhs, drains, painful or irregular periods, backache, frequent headaches, weak nerves, dragging down pain or distress in the lower abdominal or pelvic region, gnawing sensation in stomach, dizziness or faint spells and kindred conditions and symptoms are cured by Dr. Pierce's Favorite Prescription. It is not a secret or patent medicine, against the use of which most people of intelligence naturally object, but is, in fact, the "Favorite Prescription" of a regularly educated and experienced physician in the treatment of woman's peculiar ailments and who is not afraid to publish all its ingredients, as he does, on its bottle-wrapper, attesting the correctness of the same under oath.

"Favorite Prescription" is the one medicine for woman's delicate ailments which contains neither alcohol nor harmful, habit-forming drugs, being a pure glyceric extract of curative principles found in our most valuable native, medicinal roots, as attested by many of the most eminent medical writers and teachers of all the several schools of practice.

Dr. Pierce's Favorite Prescription is a scientific medicine, carefully devised by an experienced and skillful physician, and adapted to woman's delicate system. It is made of native American medicinal roots and is perfectly harmless in its effects in any condition of the female system.

As a powerful invigorating tonic "Favorite Prescription" imparts strength to the whole system and to the organs distinctly feminine in particular. For overworked, "worn-out," "rundown," debilitated teachers, milliners, dressmakers, seamstresses, "shop girls," housekeepers, nursing mothers and feeble women generally, Dr. Pierce's Favorite Prescription is the greatest earthly boon, being unequalled as an appetizing cordial and restorative tonic.

As a soothing and strengthening nerve "Favorite Prescription" will be improved. The men will be paid \$1 per day for today, tomorrow and Friday, and Monday another shift of men of the same number will be put to work.

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